



State of Wisconsin  
2011 - 2012 LEGISLATURE



LRB-1518/P1

...jld:ph

**PRELIMINARY DRAFT - NOT READY FOR INTRODUCTION**

1 **AN ACT ...; relating to: the budget**

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*Analysis by the Legislative Reference Bureau*

**TRANSPORTATION**

**\*\*\* ANALYSIS FROM -1403/4 \*\*\***

**HIGHWAYS**

Under current law, DOT administers a major highway projects program. With certain exceptions, a major highway project is a project that has a total cost of more than \$5,000,000 and that meets other specified criteria. Any major highway project, unlike other highway construction projects undertaken by DOT, must generally receive the approval of the Transportation Projects Commission (TPC) and the legislature (generally referred to as "enumeration") before the project may be constructed. DOT may not begin preparing an environmental impact statement (EIS) or environmental assessment (EA) for a potential major highway project without TPC approval. The legislature may not enumerate any major highway project unless the TPC has recommended approval of the project. If certain conditions are satisfied, DOT may perform preliminary engineering and design work for a major highway project but may not undertake construction of the project until the legislature has enumerated the project by statute. The major highway projects program is funded from state, federal, and local funds appropriations and bond proceeds.

Under current law, southeast Wisconsin freeway rehabilitation projects include certain improvements to state trunk highways located in Kenosha, Milwaukee, Ozaukee, Racine, Walworth, Washington, or Waukesha county. A project may not be

considered both a major highway project and a southeast Wisconsin freeway rehabilitation project. Southeast Wisconsin freeway rehabilitation projects, which include the Marquette interchange reconstruction project, the I 94 north-south corridor project, and the Zoo interchange project in Milwaukee County, may be funded only from appropriations specifically designated for such projects or from bond proceeds. Southeast Wisconsin freeway rehabilitation projects that involve adding at least one lane five miles or more in length cannot be funded from state, federal, and local funds appropriations without legislative approval, accomplished through statutory enumeration. Only the reconstruction of the I 94 north-south corridor project and the Zoo interchange have been so enumerated. After June 30, 2011, funding under the state, federal, and local funds appropriations for southeast Wisconsin freeway rehabilitation projects terminates, but bond proceeds may still be used to fund these projects.

In addition to the major highway projects program and the southeast Wisconsin freeway rehabilitation program, DOT administers a state highway rehabilitation program. This program provides funding for state highway improvements that are not major highway projects or southeast Wisconsin freeway rehabilitation projects. This program is funded from state, federal, and local funds appropriations and bond proceeds.

Under current law, the general obligation bond proceeds that may be used to fund major highway projects, southeast Wisconsin freeway rehabilitation projects, and state highway rehabilitation projects, as applicable, are authorized in various statutory provisions, which set maximum-bonding levels for these projects. The total authorized amount of general obligation bonding available for these projects is the cumulative amount specified in these provisions.

This bill modifies the definition of “major highway project” to recognize two categories of major highway projects. In the first category, a major highway project is defined as under current law except that the total cost threshold is increased by the bill from \$5,000,000 to \$30,000,000. In the second category, with certain exceptions, a major highway project is a project having a total cost of at least \$75,000,000. For both categories of major highway projects, the total cost threshold is adjusted annually by DOT based on an inflation index. The bill maintains the current TPC review and approval process for major highway projects in the first category but creates a new TPC review and approval process for major highway projects in the second category. Under the bill, DOT may prepare an EIS or EA for a major highway project in the second category without TPC approval. However, prior to construction of the project, DOT must submit a report to the TPC and request TPC approval to proceed with the project. If the chairperson of the TPC, which is the governor, does not notify DOT within 14 working days after this request for approval is submitted that the TPC has scheduled a meeting for the purpose of reviewing the request, the request is considered approved and DOT may proceed with the project. If, within 14 working days after DOT submits the request, the chairperson of the TPC notifies DOT that the TPC has scheduled a meeting for the purpose of reviewing the request, DOT may implement the request only as approved by the TPC. DOT may not proceed with construction of a major highway project in the second category

unless the project is approved, implicitly or explicitly, by the TPC under this passive review process. Once approved by the TPC, the project is considered “enumerated” as a major highway project under the statutes. With respect to major highway projects in the first category, the bill also allows DOT to perform engineering and design work, not limited to preliminary engineering and design work, for a major highway project prior to its statutory enumeration by the legislature.

The bill also creates a new category of highway projects called “southeast Wisconsin freeway megaprojects,” which are projects on southeast Wisconsin freeways that have a total cost of more than \$500,000,000 as adjusted for inflation annually by DOT. These projects may be funded only from newly created state, federal, and local funds appropriations for these projects, along with bond proceeds and an existing insurance cost-recovery appropriation. No funding for construction of these projects may be provided without legislative approval by statutory enumeration. The bill enumerates the I 94 north-south corridor project and the Zoo interchange project as southeast Wisconsin freeway megaprojects. The bill also authorizes proceeds from certain general obligation bonding to be used to fund southeast Wisconsin freeway megaprojects.

Under this bill, southeast Wisconsin freeway rehabilitation projects may also be considered major highway projects, eligible for major highway project funding, if they satisfy all criteria and requirements for major highway projects, including approval through the TPC process and statutory enumeration. A southeast Wisconsin freeway rehabilitation project that is not a major highway project and not a southeast Wisconsin freeway megaproject may be eligible for state highway rehabilitation funding. However, a southeast Wisconsin freeway rehabilitation project cannot also be considered a southeast Wisconsin freeway megaproject.

Under current law, among the sources for funding southeast Wisconsin freeway rehabilitation projects, the state may contract up to \$553,550,000 in public debt, in the form of general obligation bonds, for DOT’s funding of the Marquette interchange reconstruction project and the I 94 north-south corridor reconstruction project.

This bill increases from \$553,550,000 to \$704,750,000 the limit for this authorized general obligation bonding and allows proceeds from this bonding to also be used to fund another southeast Wisconsin freeway rehabilitation project, the reconstruction of the Zoo interchange.

Several other provisions of current law allow the state to contract public debt for transportation-related purposes.

**\*\*\* ANALYSIS FROM -1167/2 \*\*\***

Under one provision of current law, the state may contract up to \$504,712,200 in public debt to fund state highway rehabilitation projects. This bill increases this authorized general obligation bonding limit by \$115,351,500.

**\*\*\* ANALYSIS FROM -1470/1 \*\*\***

Under another provision of current law, the state may contract up to \$60,000,000 in public debt to fund state highway rehabilitation projects. This bill increases this authorized general obligation bonding limit to \$110,000,000.

Under another provision of current law, the state may contract up to \$50,000,000 in public debt to fund major highway projects. This bill increases this authorized general obligation bonding limit to \$100,000,000.

**\*\*\* ANALYSIS FROM -0313/3 \*\*\***

Under current law, the Building Commission may issue revenue bonds for major highway projects and transportation administrative facilities in a principal amount that may not exceed \$3,009,784,200.

This bill increases the revenue bond limit from \$3,009,784,200 to \$3,351,547,300.

**\*\*\* ANALYSIS FROM -1168/1 \*\*\***

This bill adds four major highway projects recommended by TPC to the current list of enumerated projects already approved for construction.

**\*\*\* ANALYSIS FROM -1384/2 \*\*\***

Under current law, the state may contract up to \$225,000,000 in public debt to fund major interstate bridge projects. DOT may not encumber or expend any funds collected under this bonding authorization unless the state receives federal funds that cover at least \$75,000,000 of the state's share of the project's cost. This bill eliminates the federal funds precondition.

**\*\*\* ANALYSIS FROM -0321/4 \*\*\***

**DRIVERS AND MOTOR VEHICLES**

Under 2007 Wisconsin Act 20 (the biennial budget act), certain provisions specified in the federal REAL ID Act of 2005 are incorporated into state law when DOT provides notice that it is ready to implement the federal REAL ID Act. Among these provisions is the requirement that DOT follow certain procedures in processing applications for driver's licenses and identification cards and that each driver's license and identification card include a photograph. Although the REAL ID Act allows states to issue operator's licenses and identification cards that are not compliant with REAL ID standards if they clearly state on their face that they are not REAL ID compliant, this provision was not incorporated into state law.

This bill allows DOT, upon the implementation of the REAL ID Act in Wisconsin, to process applications for driver's licenses and identification cards in a manner other than that required by REAL ID if the driver's licenses and identification cards are marked to indicate that they are not REAL ID compliant and DOT processes the applications in compliance with DOT practices and procedures applicable immediately prior to implementation of REAL ID. An applicant for a REAL ID noncompliant driver's license or identification card will still be required to provide to DOT: 1) an identification document that includes either the applicant's photograph or both the applicant's full legal name and date of birth; 2) documentation showing the applicant's date of birth, which may be the same as item 1); 3) proof of the applicant's social security number or verification that the applicant is not eligible for a social security number; 4) documentation showing the applicant's name and address of principal residence; and 5) documentary proof that the applicant is a U.S. citizen or is otherwise lawfully present in the United States. However, in processing an application for a REAL ID noncompliant driver's license

or identification card, DOT is not required to meet the standards for document retention and verification that are imposed for REAL ID compliant products.

Current law provides for limited exceptions allowing DOT to issue a driver's license that does not contain a photograph of the license holder, including, by DOT rule, a religious belief exception. There are no similar photograph exceptions under current law for identification cards. Under current law, after the implementation of REAL ID, all REAL ID compliant driver's licenses and identification cards must contain a photograph.

Under this bill, until the implementation of the REAL ID Act, the photograph exception for driver's licenses continues and a new religious belief photograph exception is created for identification cards. After the implementation of REAL ID, this bill creates a religious belief photograph exception for REAL ID noncompliant driver's licenses and identification cards.

**\*\*\* ANALYSIS FROM -0056/1 \*\*\***

Under current law, DOT issues and delivers a certificate of title to the owner of a vehicle upon receipt of a proper application to title the vehicle. If there is a security interest in the vehicle, the security interest is noted on the certificate of title and the vehicle owner, not the secured party, holds the certificate of title.

Under this bill, if there is a security interest in a vehicle, DOT issues the certificate of title in the name of the vehicle owner but delivers the certificate of title to the secured party having the primary perfected security interest in the vehicle. Therefore, the secured party, not the vehicle owner, holds the certificate of title. This certificate of title may be in an automated format, including an electronic or digital form.

**\*\*\* ANALYSIS FROM -0040/P1 \*\*\***

Under current law, DOT must refuse, or suspend, registration of a vehicle for certain specified reasons. Current law also requires DOT, subject to certain conditions, to implement the International Registration Plan (IRP). The IRP is a registration reciprocity agreement among various jurisdictions, including states and Canadian provinces, providing for apportionment by these jurisdictions of the vehicle registration fees of motor carriers operating in more than one jurisdiction.

This bill requires DOT to refuse registration of a vehicle if the applicant applies for IRP registration and the applicant identifies as the motor carrier responsible for vehicle safety a motor carrier that is subject to a federal out-of-service order, or other federal notice, for unsatisfactory safety compliance. For motor vehicles already registered with DOT under the IRP, if DOT receives notice that a motor carrier has been issued a federal out-of-service order for unsatisfactory safety compliance, DOT must suspend the registration of each motor vehicle for which this motor carrier is identified on the vehicle's registration application as the motor carrier responsible for vehicle safety.

Current law prohibits a person from operating a commercial motor vehicle while the person or the commercial motor vehicle is ordered out-of-service under state or federal law. A person is disqualified from operating a commercial motor vehicle for a specified time period if the person is convicted of operating a commercial

motor vehicle while the operator or vehicle is ordered out-of-service under state or federal law.

This bill prohibits a person from operating a commercial motor vehicle for which the motor carrier identified on the motor vehicle's registration application as the motor carrier responsible for vehicle safety has been issued a federal out-of-service order for unsatisfactory safety compliance, while this federal out-of-service order is in effect.

**\*\*\* ANALYSIS FROM -0318/3 \*\*\***

**\*\*\* ANALYSIS FROM -0056/1 \*\*\***

Under current law, all vehicle registration plates must display an indication of the vehicle's registration period or expiration date and most automobile registration plates must display an indication of the month and year of registration. When renewing a vehicle registration, DOT may issue an insert tag, decal, or other evidence of registration, to be placed on the vehicle's registration plate, to indicate the vehicle's period of registration. In addition, under current law, the registration plates for most vehicles registered on the basis of gross weight must indicate the weight class into which the vehicle falls.

This bill eliminates the requirements that vehicle registration plates display an indication of the vehicle's registration period or expiration date and that most automobile registration plates display an indication of the month and year of registration. The bill also eliminates DOT's issuance of insert tags and decals to indicate a vehicle's period of registration when renewing the vehicle's registration. The bill further eliminates the requirement that registration plates for most vehicles registered on the basis of gross weight indicate the weight class into which the vehicle falls. Instead, the gross weight must be shown on the vehicle's certificate of registration. This bill allows DOT to renew registration plates issued to vehicle dealers, distributors, manufacturers, or transporters, or to finance companies or financial institutions without issuing new plates, tags, or decals.

**\*\*\* ANALYSIS FROM -0429/2 \*\*\***

Under current law, DOT issues commercial driver licenses (CDLs) authorizing the licensee to operate certain commercial motor vehicles (CMVs). An application to DOT for a CDL authorizing interstate operation of CMVs must include a certification by the applicant that he or she meets certain driver qualification requirements. If the application is for a CDL authorizing only intrastate operation of CMVs, the application to DOT must include a certification by the applicant that he or she meets driver qualification requirements for drivers in intrastate commerce. If an applicant for a CDL does not meet the physical qualification requirements for CMV drivers operating in interstate commerce but is otherwise qualified to operate a CMV, DOT may issue to the applicant a CDL restricted to authorizing the operation of CMVs that are not in interstate commerce.

Under this bill, if a person issued a CDL authorizing operation of CMVs in interstate commerce does not have on file with DOT a current certification covering the person's physical qualifications to operate CMVs in interstate commerce, DOT may downgrade the CDL to a restricted CDL and impose a "K" restriction on the CDL restricting the licensee from operating CMVs in interstate commerce.

**\*\*\* ANALYSIS FROM -0315/4 \*\*\***

Under current law, an identification card issued by DOT must include a photograph of the card holder and DOT may not process an application without taking a photograph. An identification card is valid for a period of eight years, after which it may be renewed.

This bill authorizes DOT to renew identification cards by mail or by any electronic means available to DOT. However, DOT cannot make consecutive renewals by mail or electronic means, so only every other renewal can be completed by mail or electronic means. If DOT renews an identification card by mail or electronic means, DOT is not required to take a new photograph for the identification card. A photograph continues to be required on each identification card but, for mail or electronic renewals, DOT may use the last photograph taken.

Under current law, DOT must mail to the last-known address of a person who holds a motor vehicle operator's license or identification card a renewal notice.

This bill allows the renewal notice to be provided, if desired by the licensee or card holder, by any electronic means offered by DOT.

**\*\*\* ANALYSIS FROM -0803/2 \*\*\***

Under current law, a person must pay to DOT a fee of \$53 for a first certificate of title for a vehicle or for a certificate of title after a vehicle is transferred. In addition, the person must pay an environmental impact fee of \$9 unless the vehicle is a low-speed vehicle. DOT deposits the environmental impact fee in the environmental fund for environmental management.

This bill repeals the environmental impact fee of \$9 and increases the certificate of title fee by \$9, from \$53 to \$62. The certificate of title fee is first available for the repayment of revenue bonds and, if not needed, is then deposited in the transportation fund.

**\*\*\* ANALYSIS FROM -0316/1 \*\*\***

Under current law, with limited exceptions, an applicant for an operator's license is required to successfully complete a knowledge test and a driving skills (road) test. An applicant must pay to DOT an examination fee of \$15 for administering the road test in a "Class D" vehicle, which includes automobiles and most other passenger vehicles. Payment of this examination fee entitles the applicant to take the road test not more than three times.

Under this bill, an applicant's \$15 examination fee for a road test in a "Class D" vehicle entitles the applicant to two tests.

**\*\*\* ANALYSIS FROM -0352/3 \*\*\*****TRANSPORTATION AIDS**

Under current law, DOT administers a general transportation aids program that makes aid payments to a county based on a share-of-costs formula, and to a village, city, or town (municipality) based on the greater of a share-of-costs formula or an aid rate per mile.

This bill decreases, for 2012 and thereafter, the maximum amount of aid that may be paid to counties and municipalities under the program.

Also under current law, aid amounts payable to municipalities may not be reduced by more than 5 percent annually and aid amounts payable to counties may

not be reduced by more than 2 percent annually. This bill provides that aid amounts payable to municipalities and counties may not be reduced by more than 15 percent annually.

**\*\*\* ANALYSIS FROM -0799/3 \*\*\***

Under current law, DOT provides state aid payments for each of four classes of mass transit systems to local public bodies in urban areas served by mass transit systems to assist the local public bodies with the expenses of operating those systems. A fifth class for rail mass transit systems does not have a specified amount payable.

This bill decreases the total amount of state aid payments to the four classes of mass transit systems for which aid amounts are specified.

This bill also changes the funding source for mass transit operating aids from the transportation fund to the general fund beginning in the 2012-2013 fiscal year.

**\*\*\* ANALYSIS FROM -1389/1 \*\*\***

Under current law, DOT administers a Southeast Wisconsin Transit Capital Assistance Program under which DOT awards grants to eligible applicants for transit capital improvements. The only eligible applicant for this program is the Southeastern Regional Transit Authority, often referred to as SERTA. The only source of funding for the program is proceeds from general obligation bonds issued by the state. The state may contract public debt up to \$100,000,000 for purposes of the program.

This bill eliminates the program and bonding authority for the program.

**\*\*\* ANALYSIS FROM -1372/2 \*\*\***

Under current law, DOT administers an intercity bus assistance program to make grants to cities, villages, towns, or counties or enter into contracts with private providers of intercity bus service for the purpose of increasing the availability of intercity bus service in this state. This bill eliminates the grant portion of the program.

**\*\*\* ANALYSIS FROM -0311/1 \*\*\***

**RAIL AND AIR TRANSPORTATION**

This bill increases the authorized general obligation bonding limit for the acquisition and improvement of rail property from \$126,500,000 to \$186,500,000.

**\*\*\* ANALYSIS FROM -1388/1 \*\*\***

**OTHER TRANSPORTATION**

The 2009 Biennial Budget Act (Act 28) authorized the creation of several new regional transit authorities (RTAs): the Dane County RTA, the Chippewa Valley RTA, and the Chequamegon Bay RTA. Each RTA, once created, is a public body corporate and politic and a separate governmental entity. An RTA's authority is vested in its board of directors. Among its powers, an RTA may impose, by its board of directors adopting a resolution, a sales and use tax in the RTA's jurisdictional area at a rate not exceeding 0.5 percent of the gross receipts or sales price if certain conditions are satisfied.

This bill requires that an RTA hold a referendum in the RTA's jurisdictional area, in which imposition of the sales and use tax is approved, before the RTA may impose a sales and use tax within its jurisdictional area.



Act 28 also created the SERTA. SERTA is a public body corporate and politic and a separate governmental entity; it consists of the counties of Kenosha, Racine, and Milwaukee. The powers of SERTA are vested in its board of directors. Upon approval by its board of directors, SERTA may impose a rental car transaction fee in the counties of Kenosha, Racine, and Milwaukee.

This bill requires that SERTA hold a referendum in the counties of Kenosha, Racine, and Milwaukee, in which imposition of the rental car transaction fee is approved in each county, before SERTA may impose the rental car transaction fee in these counties.

**\*\*\* ANALYSIS FROM -0056/1 \*\*\***

Under current law, DOT may accept payment by credit card, debit card, or any other electronic payment mechanism of certain fees, which generally derive from transactions related to motor vehicles or motor vehicle operators. DOT may charge a convenience fee for each transaction in which payment by credit card, debit card, or other electronic payment mechanism is made. The amount of the convenience fee is established by DOT by rule, but must approximate the cost to DOT of providing the payment service. Until a rule is promulgated, the convenience fee is set by statute at \$2.50 for each transaction.

This bill allows DOT to accept payment by credit card, debit card, or any other electronic payment mechanism of any fee, not limited to fees in connection with transactions related to motor vehicles or motor vehicle operators. The bill also allows DOT to charge a convenience fee whenever payment by credit card, debit card, or other electronic payment mechanism is made. This bill also allows DOT to establish procedures for conducting any transaction in an electronic format or using an electronic process. DOT may promulgate rules requiring a person to pay an additional fee for conducting an in-person, telephone, or paper transaction in lieu of using an electronic filing or submission option when DOT has made an electronic filing or submission option available.

**\*\*\* ANALYSIS FROM -0312/1 \*\*\***

This bill increases the authorized general obligation bonding limit for harbor improvement grants from \$66,100,000 to \$78,800,000.

For further information see the *state and local* fiscal estimate, which will be printed as an appendix to this bill.

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**2011 DRAFTING REQUEST**

**Bill**

Received: 02/22/2011

Received By: **chanaman**

Wanted: **As time permits**

Companion to LRB:

For: **Legislative Reference Bureau**

By/Representing:

May Contact:

Drafter: **chanaman**

Subject: **State Govt - miscellaneous**

Addl. Drafters:

Extra Copies:

Submit via email: **NO**

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**Pre Topic:**

No specific pre topic given

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**Topic:**

Analysis compile for transportation

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**Instructions:**

See attached

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**Drafting History:**

<u>Vers.</u>	<u>Drafted</u>	<u>Reviewed</u>	<u>Typed</u>	<u>Proofed</u>	<u>Submitted</u>	<u>Jacketed</u>	<u>Required</u>
/P1	chanaman	1/23 jld		_____ _____			

FE Sent For:

<END>

CLD

## ANALYSIS ORDER – ARG AND EVM (transportation)

### COMMERCE AND ECONOMIC DEVELOPMENT

Business organizations and financial institutions

-0721

-0664

Commerce

-0194

### TRANSPORTATION

Highways

-1403

-0313

EVM -1167 ✓

-1470

EVM -1168 ✓

EVM -1384 ✓

Drivers and motor vehicles

-0321

-0056

-0040

-0318

EVM -0429

-0315

-0803

-0316

Transportation aids

EVM -0352 ✓

EVM -0799 ✓

-1389

EVM -1372 ✓

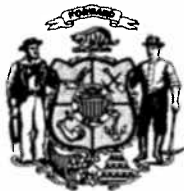
Rail and air transportation

EVM -0311 ✓

Other transportation

-1388

EVM -0312 ✓



State of Wisconsin  
2011 - 2012 LEGISLATURE



LRB-1518/P1

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x  
jld

**PRELIMINARY DRAFT - NOT READY FOR INTRODUCTION**

~~Moved  
- 0056's other  
trans. material to  
that section, see  
p. 12~~

AN ACT ...; **relating to:** relating to:the budget; relating to:the budget; relating to:the budget; relating to:the budget; relating to:the budget; relating to:the budget; relating to:the budget; motor vehicle registration under the International Registration Plan and commercial motor vehicle out-of-service violations; relating to:the budget; the budget; relating to:the budget; relating to:the budget; relating to:the budget; relating to:the budget; relating to:the budget; the budget; relating to:the budget; relating to:the budget; relating to:the budget

### *Analysis by the Legislative Reference Bureau*

## TRANSPORTATION ✓

\*\*\* ANALYSIS FROM -1403/4 \*\*\*

## HIGHWAYS ✓

Under current law, the Transportation Projects Commission (TPC) consists of the governor, three citizen members, and ten members of the legislature. The secretary of transportation serves as a nonvoting member of the TPC and the governor serves as chairperson of the TPC.

Under current law, DOT administers a major highway projects program. With certain exceptions, a major highway project is a project ~~having~~ a total cost of more

that has

that meets other specified criteria

than \$5,000,000 and ~~involving construction of a new highway 2.5 miles or more in length; reconstruction or reconditioning of an existing highway that relocates at least 2.5 miles of the highway or adds one or more lanes five miles or more in length to the highway; or improvement of an existing multilane, divided highway to freeway standards.~~

\* Any major highway project, unlike other highway construction projects undertaken by DOT, must generally receive the approval of the TPC and the legislature (generally referred to as "enumeration") before the project may be constructed. DOT may not begin preparing an environmental impact statement (EIS) or environmental assessment (EA) for a potential major highway project without TPC approval. ~~The TPC may not recommend approval of any major highway project unless the TPC has been notified that a final EIS or EA for the project has been approved by the Federal Highway Administration.~~ The legislature may not enumerate any major highway project unless the TPC has recommended approval of the project. If ~~these pre~~ conditions are satisfied, DOT may perform preliminary engineering and design work for a major highway project but may not undertake construction of the project until the legislature has enumerated the project by statute. The major highway projects program is funded from state, federal, and local funds appropriations and bond proceeds.

Under current law, southeast Wisconsin freeway rehabilitation projects include

\* ~~the reconditioning, reconstruction, or resurfacing of, or adding one or more lanes to,~~  
\* ~~a state trunk highway located in Kenosha, Milwaukee, Ozaukee, Racine, Walworth,~~  
\* ~~Washington, or Waukesha county that has four or more lanes of traffic physically~~  
\* ~~separated by a median or barrier and that gives preference to through traffic by~~  
\* ~~limiting access to interchanges only.~~

A project may not be considered both a major highway project and a southeast Wisconsin freeway rehabilitation project. Southeast Wisconsin freeway rehabilitation projects, which include the Marquette interchange reconstruction project, the I 94 north-south corridor project, and the Zoo interchange project in Milwaukee County, may be funded only from appropriations specifically designated for such projects or from bond proceeds. Southeast Wisconsin freeway rehabilitation projects that involve adding at least one lane five miles or more in length cannot be funded from state, federal, and local funds appropriations without legislative approval, accomplished through statutory enumeration. Only the reconstruction of the I 94 north-south corridor project and the Zoo interchange have been so enumerated. After June 30, 2011, funding under the state, federal, and local funds appropriations for southeast Wisconsin freeway rehabilitation projects terminates, but bond proceeds may still be used to fund these projects.

\* In addition to the major highway projects program and the southeast Wisconsin freeway rehabilitation program, DOT administers a state highway rehabilitation program. This program provides funding for state highway improvements that are not major highway projects or southeast Wisconsin freeway rehabilitation projects. ~~This~~ program is funded from state, federal, and local funds appropriations and bond proceeds.

Under current law, the general obligation bond proceeds that may be used to fund major highway projects, southeast Wisconsin freeway rehabilitation projects, and state highway rehabilitation projects, as applicable, are authorized in various

\* statutory provisions, <sup>which set</sup> ~~Various provisions of current law authorize specific maximum~~ <sup>for</sup> ~~levels of general obligation bonding for these projects respectively, and~~ <sup>the</sup> ~~The total~~ <sup>authorized amount of general obligation bonding available for these projects is the</sup> ~~cumulative amount specified in applicable provisions.~~ <sup>these</sup>

\* This bill modifies the definition of "major highway project" to recognize two categories of major highway projects. In the first category, a major highway project is defined as under current law except that the total cost threshold is increased by the bill from \$5,000,000 to \$30,000,000. In the second category, with certain exceptions, a major highway project is a project having a total cost of at least \$75,000,000. For both categories of major highway projects, the total cost threshold is adjusted annually by DOT based on an inflation index ~~maintained by DOT~~. The bill maintains the current TPC review and approval process for major highway projects in the first category but creates a new TPC review and approval process for major highway projects in the second category. Under the bill, DOT may prepare an EIS or EA for a major highway project in the second category without TPC approval. However, prior to construction of the project, DOT must submit a report to the TPC and request TPC approval to proceed with the project. If the chairperson of the TPC does not notify DOT within 14 working days after this request for approval is submitted that the TPC has scheduled a meeting for the purpose of reviewing the request, the request is considered approved and DOT may proceed with the project. If, within 14 working days after DOT submits the request, the chairperson of the TPC notifies DOT that the TPC has scheduled a meeting for the purpose of reviewing the request, DOT may implement the request only as approved by the TPC. DOT may not proceed with construction of a major highway project in the second category unless the project is approved, implicitly or explicitly, by the TPC under this passive review process. Once approved by the TPC, the project is considered "enumerated" as a major highway project under the statutes. With respect to major highway projects in the first category, the bill also allows DOT to perform engineering and design work, not limited to preliminary engineering and design work, for a major highway project prior to its statutory enumeration by the legislature.

\* The bill also creates a new category of highway projects called "southeast Wisconsin freeway megaprojects," which are projects on southeast Wisconsin freeways that have a total cost of more than \$500 million, as adjusted for inflation annually by DOT. These projects may be funded only from newly created state, federal, and local funds appropriations for these projects, along with bond proceeds and an existing insurance cost-recovery appropriation. No funding for construction of these projects may be provided without legislative approval by ~~means of~~ statutory enumeration. The bill enumerates the I 94 north-south corridor project and the Zoo interchange project as southeast Wisconsin freeway megaprojects. ~~This~~ <sup>The</sup> bill also authorizes proceeds from certain general obligation bonding to be used to fund southeast Wisconsin freeway megaprojects.

Under this bill, southeast Wisconsin freeway rehabilitation projects may also be considered major highway projects, eligible for major highway project funding, if they satisfy all criteria and requirements for major highway projects, including approval through the TPC process and statutory enumeration. A southeast

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*one provision of*  
**\*\*\* ANALYSIS FROM -1167/2 \*\*\***

Under current law, the state may contract up to \$504,712,200 in public debt to fund state highway rehabilitation projects. This bill increases this authorized general obligation bonding limit by \$115,351,500.

**\*\*\* ANALYSIS FROM -1470/1 \*\*\***

Under current law, major highway projects and state highway rehabilitation projects may be funded from various sources, including bond proceeds. Various provisions of current law authorize specific maximum levels of general obligation bonding for these projects and the total authorized amount of general obligation bonding available for these projects is the cumulative amount specified in all of these provisions.

*another*  
Under ~~one of these~~ provisions of current law, the state may contract up to \$60,000,000 in public debt to fund state highway rehabilitation projects. This bill increases this authorized general obligation bonding limit to \$110,000,000.

*another*  
Under another ~~of these~~ provisions of current law, the state may contract up to \$50,000,000 in public debt to fund major highway projects. This bill increases this authorized general obligation bonding limit to \$100,000,000.

**\*\*\* ANALYSIS FROM -1168/1 \*\*\***

Current law requires that any major highway project, unlike other construction projects undertaken by DOT, receive the approval of the Transportation Projects Commission (TPC) and the legislature before the project may be constructed. This bill adds four major highway projects recommended by TPC to the current list of enumerated projects already approved for construction.

**\*\*\* ANALYSIS FROM -1384/2 \*\*\***

Under current law, the state may contract up to \$225,000,000 in public debt to fund major interstate bridge projects. A major interstate bridge project is defined to mean "a project involving the construction or reconstruction of a bridge on the state

trunk highway system, including approaches, that crosses a river forming a boundary of the state and for which this state's estimated cost share is at least \$100,000,000." Under current law, DOT may not encumber or expend any funds collected under this bonding authorization unless the state receives federal funds that are designated by the federal government for a major interstate bridge project and that cover at least \$75,000,000 of the state's share of the project's cost. This bill eliminates the requirement that the state receive federal funds covering a portion of the project's cost before expending or encumbering funds collected under the bonding authorization.

\*\*\* ANALYSIS FROM -0321/4 \*\*\* (title not in draft, added manually)

#### DRIVERS AND MOTOR VEHICLES

Under current federal law, the REAL ID Act of 2005 (REAL ID Act) prohibits a federal agency from accepting for any "official purpose," including boarding commercial aircraft and entering federal buildings, an operator's license or identification card issued by a state unless the state satisfies requirements contained in the REAL ID Act. The REAL ID Act allows states to issue operator's licenses and identification cards that are not compliant with REAL ID standards if they clearly state on their face that they cannot be accepted by any federal agency for federal identification or any other official purpose and if they use a unique design or color indicator to alert federal agency and other law enforcement personnel that they are not REAL ID compliant. Under 2007 Wisconsin Act 20 (the biennial budget act), certain provisions specified in the federal REAL ID Act are incorporated into state law when DOT provides notice that it is ready to implement the federal REAL ID Act. Among these provisions is the requirement that DOT follow certain procedures in processing applications for driver's licenses and identification cards and that each driver's license and identification card include a photograph. Although the,

This bill allows DOT, upon the implementation of the REAL ID Act in Wisconsin, to process applications for driver's licenses and identification cards in a manner other than that required by REAL ID if the driver's licenses and identification cards are marked to indicate that they are not REAL ID compliant and DOT processes the applications in compliance with DOT practices and procedures applicable immediately prior to implementation of REAL ID. An applicant for a REAL ID noncompliant driver's license or identification card will still be required to provide to DOT: 1) an identification document that includes either the applicant's photograph or both the applicant's full legal name and date of birth; 2) documentation showing the applicant's date of birth, which may be the same as item 1); 3) proof of the applicant's social security number or verification that the applicant is not eligible for a social security number; 4) documentation showing the applicant's name and address of principal residence; and 5) documentary proof that the applicant is a U.S. citizen or is otherwise lawfully present in the United States. However, in processing an application for a REAL ID noncompliant driver's license or identification card, DOT is not required to meet the standards for document retention and verification that are imposed for REAL ID compliant products.

Current law provides for limited exceptions allowing DOT to issue a driver's license that does not contain a photograph of the license holder, including, by DOT

Federal funds precondition

more

this provision was not incorporated into state law.

more of 2005





.....  
or other federal notice,

registration reciprocity agreement among various jurisdictions, including states and Canadian provinces, providing for apportionment by these jurisdictions of the vehicle registration fees of motor carriers operating in more than one jurisdiction.

This bill requires DOT to refuse registration of a vehicle if the applicant applies for IRP registration and the applicant identifies as the motor carrier responsible for vehicle safety a motor carrier that is subject to a federal out-of-service order for unsatisfactory safety compliance, ~~based upon notice received by DOT~~. For motor vehicles already registered with DOT under the IRP, if DOT receives notice that a motor carrier has been issued a federal out-of-service order for unsatisfactory safety compliance, DOT must suspend the registration of each motor vehicle for which this motor carrier is identified on the vehicle's registration application as the motor carrier responsible for vehicle safety. DOT must also refuse or suspend registration

~~under the IRP for a vehicle that has been identified by the Federal Motor Carrier Safety Administration as having been assigned for safety to a motor carrier whose business is operated, managed, or otherwise controlled or affiliated with a person that has been issued a federal out-of-service order for unsatisfactory safety compliance. The bill also allows DOT to refuse or suspend registration of a vehicle under the IRP if DOT determines that the motor carrier identified on the motor vehicle's registration application as the motor carrier responsible for vehicle safety is the same or substantially the same business, or that elements of the motor carrier operation are the same or substantially the same business elements, as a motor carrier that has been issued a federal out-of-service order for unsatisfactory safety compliance. If DOT refuses or suspends registration of a motor vehicle under the IRP for any of these reasons, the motor vehicle may still be registered under any registration category, other than the IRP, for which the motor vehicle qualifies. If DOT suspends registration of a motor vehicle under the IRP for any of these reasons, DOT must reinstate the vehicle's registration when the reason for the suspension has been removed and applicable reinstatement fees are paid.~~

~~The bill allows DOT to seize and destroy vehicle registration plates if the vehicle is registered under the IRP of this state or another state and the motor carrier identified on the vehicle's registration application as the motor carrier responsible for vehicle safety has been issued a federal out-of-service order for unsatisfactory safety compliance.~~

~~Under current law, DOT may issue to nonresident owners or operators of vehicles not required to be registered in this state trip permits authorizing vehicle operation in this state for a 72-hour period. This bill prohibits DOT from issuing these trip permits for any motor vehicle for which the motor carrier identified on the permit application as the motor carrier responsible for safety of the vehicle has been issued a federal out-of-service order for unsatisfactory safety compliance.~~

Current law prohibits a person from operating a commercial motor vehicle while the person or the commercial motor vehicle is ordered out-of-service under state or federal law. A person is disqualified from operating a commercial motor vehicle for a specified time period if the person is convicted of operating a commercial motor vehicle while the operator or vehicle is ordered out-of-service under state or federal law.

This bill prohibits a person from operating a commercial motor vehicle for which the motor carrier identified on the motor vehicle's registration application as the motor carrier responsible for vehicle safety has been issued a federal out-of-service order for unsatisfactory safety compliance, while this federal out-of-service order is in effect.

~~Any person who violates this prohibition is disqualified from operating a commercial motor vehicle for the same time periods applicable to other out-of-service violations.~~

\*\*\* ANALYSIS FROM -0318/3 \*\*\*

\*\*\* ANALYSIS FROM -0056/1 \*\*\*

Under current law, all vehicle registration plates must display the vehicle's registration number composed of numbers or letters or both, the name "Wisconsin" or abbreviation "Wis," and an indication of the vehicle's registration period or expiration date.

In addition, most automobile registration plates must display the words "America's Dairyland" and an indication of the month and year of registration.

When renewing a vehicle registration, DOT may issue an insert tag, decal, or other evidence of registration, to be placed on the vehicle's registration plate, to indicate the vehicle's period of registration. In addition, under current law, the registration plates for most vehicles registered on the basis of gross weight must indicate the weight class into which the vehicle falls.

This bill eliminates the requirements that vehicle registration plates display an indication of the vehicle's registration period or expiration date and that most automobile registration plates display an indication of the month and year of registration. The bill also eliminates DOT's issuance of insert tags and decals to indicate a vehicle's period of registration when renewing the vehicle's registration. The bill further eliminates the requirement that registration plates for most vehicles registered on the basis of gross weight indicate the weight class into which the vehicle falls. Instead, the gross weight must be shown on the vehicle's certificate of registration.

\*\*\* ANALYSIS FROM -0429/2 \*\*\*

Under current law, DOT issues commercial driver licenses (CDLs) authorizing the licensee to operate certain commercial motor vehicles (CMVs).

CMVs that are designed or used to transport property or passengers and that weigh more than 26,000 pounds, transport 15 or more passengers plus the driver, or transport hazardous materials.

An application to DOT for a CDL authorizing interstate operation of CMVs must include a certification by the applicant that he or she meets certain driver qualification requirements under federal law or federally-approved requirements established by DOT rule, including physical qualifications.

If the application is for a CDL authorizing only intrastate operation of CMVs, the application to DOT must include a certification by the applicant that he or she meets driver qualification requirements for drivers in intrastate commerce established by DOT rule, including physical qualifications. If an applicant for a CDL does not meet the physical qualification requirements for CMV drivers operating in interstate commerce but is otherwise qualified to operate a CMV, DOT may issue to the applicant a CDL restricted to authorizing the operation of CMVs that are not in interstate commerce.

Under this bill, if a person issued a CDL authorizing operation of CMVs in interstate commerce does not have on file with DOT a current certification covering the person's physical qualifications to operate CMVs in interstate commerce, DOT may downgrade the CDL to a restricted CDL and impose a "K" restriction on the CDL restricting the licensee from operating CMVs in interstate commerce. DOT must promulgate rules to define "downgrade" in accordance with federal law and regulations or guidance from the applicable federal agency and to establish the process for downgrading a CDL and reinstating a CDL after it has been downgraded.

\*\*\* ANALYSIS FROM -0315/4 \*\*\*

Under current law, an identification card issued by DOT must include a photograph of the card holder. ~~DOT must as part of the application process take a photograph of the applicant and an application may be processed without a photograph being taken.~~ An identification card is valid for a period of eight years, after which it may be renewed.

This bill authorizes DOT to renew identification cards by mail or by any electronic means available to DOT. However, DOT cannot make consecutive renewals by mail or electronic means, so only every other renewal can be completed by mail or electronic means. If DOT renews an identification card by mail or electronic means, DOT is not required to take a new photograph for the identification card. A photograph continues to be required on each identification card but, for mail or electronic renewals, DOT may use the last photograph taken.

Under current law, DOT must mail to the last-known address of a person who holds a motor vehicle operator's license, at least 30 days prior to the expiration of the license, a notice ~~stating the date by which the license must be renewed.~~ ~~Not a person who holds an identification card issued by DOT, DOT must mail a renewal application to the person's last-known address at least 30 days prior to the expiration of the card.~~

This bill replaces these requirements with a requirement that DOT, at least 30 days prior to the expiration of an operator's license or identification card, provide to the licensee or card holder notice of renewal either by mail at the licensee's or card holder's last-known address or, if desired by the licensee or card holder, by any electronic means offered by DOT.

Under current law, if a person's operator's license has an "H" endorsement authorizing the transportation of certain hazardous materials, DOT must mail to the last-known address of the person, at least 60 days prior to the expiration of the "H" endorsement, a notice that the person is required to pass a security threat assessment screening as part of the application to renew the endorsement.

This bill allows DOT to provide this notice either by mail to the licensee's last-known address or, if desired by the licensee, by any electronic means offered by DOT.

\*\*\* ANALYSIS FROM -0803/2 \*\*\*

Under current law, a person must pay to DOT a fee of \$53 for a first certificate of title for a vehicle or for a certificate of title after a vehicle is transferred. In addition, the person must pay an environmental impact fee of \$9 unless the vehicle is a low-speed vehicle. DOT deposits the environmental impact fee in the environmental fund for environmental management.

This bill repeals the environmental impact fee of \$9 and increases the certificate of title fee by \$9, from \$53 to \$62. The certificate of title fee is first available for the repayment of revenue bonds and, if not needed, is then deposited in the transportation fund.

\*\*\* ANALYSIS FROM -0316/1 \*\*\*

Under current law, with limited exceptions, an applicant for an operator's license is required to successfully complete a knowledge test and a driving skills (road) test. ~~in a "Class D" vehicle, which includes automobiles and most other passenger vehicles~~ <sup>An</sup> applicant must pay to DOT an examination fee of \$15 for administering the road test. Payment of this examination fee entitles the applicant to take the road test not more than three times. ~~If the applicant does not pass any of these three tests, the applicant must pay an additional \$15 examination fee, which entitles the applicant to three additional tests.~~

Under this bill, an applicant's \$15 examination fee for a road test in a "Class D" vehicle entitles the applicant to two tests. ~~If the applicant does not pass either of these tests, the applicant must pay an additional \$15 examination fee for each test thereafter.~~

\*\*\* ANALYSIS FROM -0352/3 \*\*\*

TRANSPORTATION AIDS<sup>✓</sup>

Under current law, DOT administers a general transportation aids program that makes aid payments to a county based on a share-of-costs formula, and to a village, city, or town (municipality) based on the greater of a share-of-costs formula or an aid rate per mile. The aid rate per mile is \$2,117 for calendar year 2011 and thereafter. This bill decreases the aid rate per mile to \$2,053 for calendar year 2012 and thereafter.

This bill decreases the maximum amount of aid that may be paid to counties under the program from the current limit of \$104,416,800 in calendar year 2011 and thereafter to \$93,975,100 in calendar year 2012 and thereafter. The bill also decreases the maximum amount of aid that may be paid to municipalities under the program from the current limit of \$328,507,300 in calendar year 2011 and thereafter to \$295,656,600 in calendar year 2012 and thereafter.

Also under current law, aid amounts payable to municipalities under the program may not be reduced by more than 5 percent annually and aid amounts payable to counties under the program may not be reduced by more than 2 percent annually. This bill provides that aid amounts payable to municipalities and counties under the program may not be reduced by more than 15 percent annually.

\*\*\* ANALYSIS FROM -0799/3 \*\*\*

Under current law, DOT provides state aid payments to local public bodies in urban areas served by mass transit systems to assist the local public bodies with the expenses of operating those systems. There are five classes of mass transit systems and the total amount of state aid payments to four of these classes of mass transit systems is limited to a specified amount in each calendar year. The fifth class is for certain commuter or light rail systems. There is no specified amount payable to the rail mass transit system class.

NO A fifth class for rail mass transit systems does not have a specified amount payable. (C)

for each of four classes of mass transit systems

This bill decreases the total amount of state aid payments to the four classes of mass transit systems for which aid amounts are specified, as follows:

1. For mass transit systems having annual operating expenses of \$80,000,000 or more, the bill maintains the current limit of \$68,583,200 in calendar year 2011 and reduces the limit to \$61,724,900 in calendar year 2012 and thereafter.

2. For mass transit systems having annual operating expenses of over \$20,000,000 but less than \$80,000,000, the bill maintains the current limit of \$18,021,300 in calendar year 2011 and reduces the limit to \$16,219,200 in calendar year 2012 and thereafter.

3. For mass transit systems serving urban areas having a population of at least 50,000 but having annual operating expenses of no more than \$20,000,000, the bill maintains the current limit of \$25,852,500 in calendar year 2011 and reduces the limit to \$23,267,200 in calendar year 2012 and thereafter.

4. For mass transit systems serving urban areas having a population of less than 50,000, the bill maintains the current limit of \$5,852,200 in calendar year 2011 and reduces the limit to \$5,267,000 in calendar year 2012 and thereafter.

This bill also changes the funding source for mass transit operating aids from the transportation fund to the general fund beginning in the 2012-2013 fiscal year.

\*\*\* ANALYSIS FROM -1389/1 \*\*\*

Under current law, DOT administers a Southeast Wisconsin Transit Capital Assistance Program under which DOT awards grants to eligible applicants for transit capital improvements. The only eligible applicant for this program is the Southeastern Regional Transit Authority, often referred to as SERTA. The only source of funding for the program is proceeds from general obligation bonds issued by the state. The state may contract public debt up to \$100,000,000 for purposes of the program.

This bill eliminates the program and bonding authority for the program.

\*\*\* ANALYSIS FROM -1372/2 \*\*\*

Under current law, DOT administers an intercity bus assistance program. Under the program, DOT may make grants to cities, villages, towns, or counties or enter into contracts with private providers of intercity bus service for the purpose of increasing the availability of intercity bus service in this state. This bill eliminates the grant portion of the program.

\*\*\* ANALYSIS FROM -0311/1 \*\*\*

**RAIL AND AIR TRANSPORTATION**

Under current law, the state may contract up to \$126,500,000 in public debt for DOT to acquire railroad property and to provide grants and loans for railroad property acquisition and improvement. This bill increases the authorized general obligation bonding limit to \$186,500,000.

\*\*\* ANALYSIS FROM -1388/1 \*\*\*

**OTHER TRANSPORTATION**

The 2009 Biennial Budget Act (Act 28) authorized the creation of several new regional transit authorities (RTAs): the Dane County RTA, the Chippewa Valley RTA, and the Chequamegon Bay RTA. Each RTA, once created, is a public body corporate and politic and a separate governmental entity. An RTA's authority is

to

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for the acquisition and improvement of rail property from \$126,500,000

the



vested in its board of directors, ~~and its bylaws govern its management, operations, and administration.~~ Among its powers, an RTA may ~~operate a transportation system or provide for its operation by contracting with a public or private organization;~~ impose, by its board of directors adopting a resolution, a sales and use tax in the RTA's jurisdictional area at a rate not exceeding 0.5 percent of the gross receipts or sales price if certain conditions are satisfied; ~~acquire property by condemnation; and issue tax-exempt revenue bonds.~~ An RTA has a duty to provide, or contract for the provision of, transit service within the RTA's jurisdictional area. Rates and other charges received by an RTA must be used only for the general expenses and capital expenditures of the RTA, to pay interest, amortization, and retirement charges on the RTA's revenue bonds, and for specific purposes of the RTA and may not be transferred to any political subdivision.

This bill requires that an RTA hold a referendum in the RTA's jurisdictional area, in which imposition of the sales and use tax is approved, before the RTA may impose a sales and use tax within its jurisdictional area.

Act 28 also created the ~~Southeastern Regional Transit Authority (SERTA)~~ ~~a successor entity to what was often referred to as the KRM authority.~~ SERTA is a public body corporate and politic and a separate governmental entity; it consists of the counties of Kenosha, Racine, and Milwaukee. ~~The jurisdictional area of SERTA is the geographic area formed by the combined territorial boundaries of the counties of Kenosha, Racine, and Milwaukee.~~ The powers of SERTA are vested in its board of directors. ~~SERTA's powers are limited but include all powers necessary and convenient to create, construct, and manage a commuter rail transit system connecting the cities of Kenosha, Racine, and Milwaukee (KRM commuter rail line).~~ Upon approval by its board of directors, SERTA may impose a rental car transaction fee in the counties of Kenosha, Racine, and Milwaukee.

This bill requires that SERTA hold a referendum in the counties of Kenosha, Racine, and Milwaukee, in which imposition of the rental car transaction fee is approved in each county, before SERTA may impose the rental car transaction fee in these counties.

\*\*\* ANALYSIS FROM -0312/1 \*\*\*

Under current law, the state may contract up to \$66,100,000 in public debt for DOT to provide grants for harbor improvements. This bill increases this authorized general obligation bonding limit to \$78,800,000.

\*\*\* ANALYSIS FROM -0056/1 \*\*\* (this section moved from above)

Under current law, DOT may accept payment by credit card, debit card, or any other electronic payment mechanism of certain fees, which generally derive from transactions related to motor vehicles or motor vehicle operators. DOT may charge a convenience fee for each transaction in which payment by credit card, debit card, or other electronic payment mechanism is made. The amount of the convenience fee is established by DOT by rule, but must approximate the cost to DOT of providing the payment service. Until a rule is promulgated, the convenience fee is set by statute at \$2.50 for each transaction.

This bill allows DOT to accept payment by credit card, debit card, or any other electronic payment mechanism of any fee, not limited to fees in connection with

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grants from  
\$66,100,000

the

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(move to previous page)

transactions related to motor vehicles or motor vehicle operators. The bill also allows DOT to charge a convenience fee whenever payment by credit card, debit card, or other electronic payment mechanism is made. ~~NO~~

~~NO~~ This bill also allows DOT to establish procedures for conducting any transaction in an electronic format or using an electronic process. DOT may promulgate rules requiring a person to pay an additional fee for conducting an in-person, telephone, or paper transaction in lieu of using an electronic filing or submission option when DOT has made an electronic filing or submission option available. (end ins B)

For further information see the **state and local** fiscal estimate, which will be printed as an appendix to this bill.

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